





## INTIMATION

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LIMITED.

THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 30th April, 1908.

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Presses. Codes: A.R.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

## DEATH.

On May 4th, at Kowloon Hotel at 12.30 p.m. JAMES WILLIAM OSBORN, aged 65 years. All members of St. John's Lodge are requested to attend in full regalia. The funeral cortege will pass the Monument at 5.30 p.m. to-day, the 5th inst.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG: MAY 5TH, 1908

SOME time ago, talking of the new Chinese military ambitions, and of sundry nervous "yellow peril" comments thereon, we quoted a conversation we had had with a high officer of His Imperial Japanese Majesty's army, who had been giving us his reasons for believing that the modern military movement in China could not have adequate results for a long time to come. The chief reason had reference to the lack of morale, and the neglect of the reforms necessary to inculcate and develop that essential motive of good soldiering. As a subject for debate the question has no possibilities, being worn threadbare, and the only excuse for again referring to it at present is that we have recently been coming across some very interesting confirmation of the fact that Chinese soldiers are still a long way from the conditions that alone can knit them into an effective army. To the disorderly behaviour of the modern troops at various places from the neighbourhood of Shanghai northwards we need not again refer, as such incidents are not uncommon and have been briefly noted in our news columns from time to time. But one illustration is too attractive not to be added to any record of things Chinese. Writing to a contemporary an eyewitness tells what he observed during a voyage up the Canton river. Eight soldiers

travelled on the launch to protect it from robbers, but they threw aside their equipment and spent the whole day gambling. Not until they were reaching Canton, when it was no longer necessary, did these soldiers arm themselves or show any signs of being prepared for emergencies. The foreigner was interested, and got into conversation with the officer commanding the squad. He elicited the admission that this belated show of alertness was necessary now because they were at last liable to be overlooked by someone in authority. The "sergeant" appears to have confessed that their behaviour had not been soldierlike, but pleaded that military conscientiousness was difficult to keep up to standard for seven dollars per month, which was all the Emperor allowed each man. "Behold that private's trousers, supplied to him by the Emperor. They are full of holes, and he has been obliged to provide himself at his own cost with an inner pair, to keep his legs warm. What can the Emperor expect, for seven dollars per month? Why even I"—and here we can sympathise with the feeling of injustice that must have shown itself through the words—"even I get only twelve dollars per month." Evidently His Imperial Chinese Majesty needs a lot more servants of the YUAN SHIH-KAI breed.

The English Mail of the 4th April was delivered in London on the 2nd inst.

The Board of Trade expects that the Shipping Commission's report will be ready by the end of this year.

Last week there were 39 plague cases, an in the 48 hours up to noon yesterday there were seven. The number at date is 140, with 128 fatal. Of smallpox there were 15 cases during the week, ten fatal.

The charge against the coolie who was arrested on suspicion of having caused the death of a horse at Messrs. Butterfield and Swire's on April 21st was withdrawn at the Magistrate's yesterday and he was discharged.

A general court of the Governor and Company of the Bank of England was held last month in Threadneedle-street for the election of the Governor and Deputy-Governor, which resulted in Mr. William Middleton Campbell being re-elected as Governor and Mr. Reginald Eden Johnston as Deputy-Governor.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd May, 1908, shows that of non-Chinese there were 385 to the Library and 186 to the Museum and of Chinese 152 to the former and 278 to the latter. The Library was therefore used by 537 persons and the Museum by 2,965.

The friends of Mr. J. W. Osborne in the Colony will regret to learn of his death which occurred at the Kowloon Hotel of which he had for many years been the proprietor. The funeral takes place this evening at Happy Valley, and members of the St. John's Lodge of Freemasons, of which he was a member are invited to attend.

In the Canadian House of Commons on April 8th, Colonel Hughes entered a strong protest against the proposed exclusion of Indians under the Bill amending the Immigration Act. He said that he would rather have one Indian who fought for the Empire than a hundred Yankees who came across the border and immediately endeavoured to upset existing conditions of law and order.

Another gambling raid fatality took place on Saturday night. When the police visited 12 U Lpk Lane, West Point, for the purpose of executing a gambling warrant somebody gave the alarm and the usual panic ensued. One man leaped from a window on the first floor to the street below and struck his head on a door step. His skull was fractured and he died shortly afterwards in the hospital.

The party of Collier tourists mentioned in our advertising columns, arrived on Saturday by the Nippu Maru and are busy doing in the town. They are personally conducted by Mr. Leon Collier, President of the Company. The party includes Hon. and Mr. Gordon, Mr. Watling, Miss Carolyn Leete, Mr. and Mrs. Charles K. Payne, Mr. and Mrs. E. M. Townes, Mrs. Zae Smith, Mrs. K. H. Hallack, Mrs. W. S. Graham, Mr. T. L. Newell, Mr. D. E. Newell, Mrs. Percy Roberts, Miss Mary Maxwell, Mrs. N. E. Miller, Mr. Charles J. Shoemaker, Mr. R. H. Moran, Mr. Leon Collier.

Clever detective work on the part of Detective Sergeant Watt led to the punishment of a Chinese youth who had robbed his father's safe. On Sunday it was reported to the police that the master of the shop at 5 Connaught Road Central had discovered that his safe had been opened and \$210 stolen therefrom. The sergeant found the safe open but intact, but also noticed a stool beside it with a footprint on it. This had evidently been used by the thief to climb the partition. The foks were brought into the room and it was found that the measurements of the footprint corresponded with the size of the shoe worn by the son of the accountant. His room was searched and in his bag was found a brass key which fitted the lock of the safe. When charged with the theft he denied it and declared he had picked up the key in the street. However, he was arrested and then he admitted that he had been spending a lot of money with ladies and that he had taken the money to pay his debts. Sentence of one month's imprisonment was passed.

A card game that has been going on for seven years, and is expected to last five years longer, is in progress in Des Moines, Iowa. It is a game of cribbage for a million points between Colonel J. C. Loper and Mills Ward on one side, and Dr. W. N. Weston and Samuel Neldig on the other. They are all prominent business men and cribbage enthusiasts. The game began seven years ago at the suggestion of Col. Loper. The players have met either Monday or Saturday of each week. Up to date four series of 100,000 points each have been played and the fifth is now under way.

The Waiwupa has sent an urgent telegram to the various Viceroy and Governors of provinces to investigate the peculiar conditions regarding the sale and tenure of land and house property within their respective jurisdictions; and from them to arrange amongst themselves what they may consider the best way of regulating the sale and purchase of real estate between Christians and the non-Christian inhabitants of the Empire. The regulations in question are to be sent up to Peking without delay.

Mr. D. E. Brown, having retired from active service with the Canadian Pacific Railway Company, after a continuous service of twenty-five years, fourteen being devoted exclusively to the management of the Company's affairs in the Orient, and Mr. Henry C. Macaulay, for the last ten years engaged in mercantile business in Dawson, Yukon Territory, have established at 585, Granville Street Vancouver, B.C., a General Railway and Steamship Ticket Agency, and in conjunction with same will do a General Insurance Shipping and Commission business, under the name and style of D. E. Brown & Co.

The Consul for Japan favours us with the following latest particulars of the loss of one Japanese training squadron, the *Mata shima*. Only 4 metres of the funnel are seen above the water at full tide. According to investigations up to noon of May 2nd, 3 officers, 24 midshipmen, 7 semi-officers and other crew numbering 205, were saved. The bodies of the Captain, one officer, 27 midshipmen one semi-officer, and 39 crew were found, but those of 21 officers, 6 midshipmen, and 3 crew are still missing. Being prevented by the huge pile of pieces of the broken material, it is very difficult for divers to discover the bodies.

The accounts of the Chartered Bank of India, Australia, and China for the year ended Dec. 31 last show a net profit, after providing for bad and doubtful debts, of £361,351, inclusive of £33,369 brought forward from the previous year. The interim dividend at the rate of 13 per cent per annum paid in October last on the old shares absorbed £52,000, and a further sum of £13,000 has been appropriated to pay a bonus of 10 per cent on the salaries of the staff. The amount now available is, therefore, £291,551, out of which £17,085 has been appropriated in payment of interest on the new capital to Dec. 31, 1907, and the directors propose to pay a final dividend on the old shares at the rate of 15 per cent per annum, making 14 per cent for the whole year; to add £25,000 to the reserve fund, which will then stand at £1,525,000; to add £10,000 to the officers' superannuation fund; to write off premises amounting £25,010; and to carry forward the balance of £1,343,381. The balance-sheet shows current accounts at £5,587,830; fixed deposits, £6,701,901; bills payable, £1,743,119; cash in hand and at bankers, £2,761,781; Government and other securities, £1,103,987; bills discounted and loans, £3,611,730; and liability of customers for acceptances per contra, £1,326,633.

Manchester people are gratified at the announcement that the gradually diminishing rates levied by the corporation in respect of the Ship Canal will shortly disappear altogether. This means, of course, that this great undertaking, to whose rescue the Manchester Corporation so gallantly came, has so greatly improved its position that it will shortly be able to run alone again. It appears that Manchester now holds the fourteenth place among the principal ports of the country, having gone up one point in 1907. On the other hand, it has moved from the eleventh to the twelfth position in respect of foreign trade, owing, it is stated, to the inclusion in the Plymouth returns of the vessels which call there to land or to embark passengers. As regards coasting trade Manchester has risen from the thirty-fourth place in 1894 to the eighteenth position in 1907. Taken altogether the citizens of Manchester have reason to congratulate themselves upon the dogged determination which has carried the Ship Canal to its present position.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 4th at 11.30 a.m.—The barometer has fallen quickly over central and Eastern Japan owing to the depression which is progressing slowly northwards over Shikoku.  
Pressure has decreased considerably over N. China where another depression is advancing Eastwards.  
Pressure is relatively high over S. China.  
Light or moderate variable winds are indicated in the Formosa Channel, and moderate N.E. wind over the N. part of the China sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood—N. or variable winds, light; fair.  
Formosa Channel—Variable winds, light or mod'c.  
South coast of China between Hongkong and Lamooka—Same as No. 1.  
South coast of China between Hongkong and Hainan—Same as No. 1.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE]

## INDIAN FRONTIER-WARFARE.

LONDON, May 4th.

Twenty thousand Afghans have crossed the frontier. They attacked a British post and were repulsed.

## CONSPIRACY IN INDIA.

LONDON, May 4th.

A conspiracy, which contemplated the use of bombs, has been discovered in Calcutta. Numerous arrests have been made.

## OBITUARY.

LONDON, May 4th.

Baron Pollimore is dead.  
[The deceased baron was born in 1837. He was an Alderman of Devon County Council.]

## SHANGHAI SPRING MEETING.

SHANGHAI, May 4th.

The Spring Meeting opened to-day in excellent weather. The turf was springy and the racing good. Results:—

The Subscription Griffin Plate, three quarters of a mile:  
Cloud ... (Mr Springfield) 2  
Gusler ... (Mr Burkin) 2  
Kirkwood ... (Mr Johnstone) 3  
Time 1.32 1/5.  
Criterion Stakes, one mile:  
Brocton ... (Mr Reid) 1  
Kirkwood ... (Mr Johnstone) 2  
Gemini ... (Mr Schorr) 3  
Time 2.02 4/5.  
Griffin Plate, three quarters mile.  
Worcester ... (Mr Reid) 1  
Sokol ... (Mr Moller) 2  
Pearl ... (Mr Hayes) 3  
Time 3.09 4/5.  
The Cathay Cup, one mile and a half:  
Manchu King ... (Mr Johnstone) 1  
Morik ... (Mr Vida) 2  
Swanee ... (Mr Hayes) 3  
Time 3.05 4/5.  
The Pou-ming Cup, one mile:  
Sutley ... (Mr Hayes) 1  
Warah ... (Mr Jones) 2  
Coalford ... (Mr Oughton) 3  
Time 2.03 3/5.  
The Hart Legacy Cup, half a mile:  
Peach ... (Mr Springfield) 1  
Dufane ... (Mr Johnstone) 2  
Outeild ... (Mr Johnstone) 3  
Time 58.  
The Jokey Cup, one mile:  
Successor ... (Mr Adler) 1  
Rivenhoe ... (Mr Sparks) 2  
Awaie ... (Mr Springfield) 3  
Time 2.03 3/5.  
The Kiang-nu Cup, one mile and three quarters:  
Bohemian Chief ... (Mr Hayes) 1  
Hastfield ... (Mr Oughton) 2  
Sylvan ... (Mr Schorr) 3  
Dead heat for second place. Time 3.47 4/5.  
The Eclipse Stakes, one mile and a quarter:  
Best Friend ... (Mr Reid) 1  
Bocephalus ... (Mr Schorr) 2  
Frosty Morn ... (Mr Spark) 3  
Time 2.37 4/5.  
The Chilli Cup, one mile:  
Kirkish ... (Mr Moller) 1  
Tweddles ... (Mr Little) 2  
Ken ... (Mr Oughton) 3  
Time 2.49.

## [REUTERS' SERVICE.]

## THE BRITISH ARMY.

LONDON, May 2nd.

Mr. Haldane speaking in Leicester said that recruiting for the new Territorial Army was most satisfactory, and that at least 30 per cent of the force was already in existence.

The homeward bound German mail last night had on board a distinguished passenger in the person of Sir Robert Hart, the Inspector General of Customs, who is going to England on a holiday which is expected to end in his retiring from the position which he has filled so ably. The "Torok" reached port about six o'clock and Captain Taylor, A.D.C. to H.E. the Governor, went on board as representative of Sir Frederick Lugard with an offer of entertainment which Sir Robert declined on the score of ill-health. Mr. Parr, Commissioner of Chinese Customs in Hongkong, and Mr. T. E. Coker, Deputy Commissioner, also called on Sir Robert Hart.

## LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Siletia* left Shanghai on Saturday, the 2nd inst. p.m., and may be expected here to-day p.m.  
The P. & O. str. *Candia* left Singapore for this port on the 30th ult. at 6 a.m.  
The P. & O. str. *Ceylon* left Singapore for this port on the 2nd inst. at 4 p.m.  
The P. & O. str. *Typhim* left Macassar for this port on the 2nd inst., and may be expected here on or about the 10th inst.  
The M.M. str. *Ernest Simons* with the French Mail of the 12th ult. and Mails from London of the 11th ult. left Singapore on Monday, the 4th inst. at 4 p.m., and may be expected to arrive here on Monday morning, the 11th inst., and will leave for Shanghai and Japan on the same afternoon.  
The P.M. str. *Mongolia* will be due to arrive at this port, from San Francisco via Honolulu, Japan ports and Shanghai on the 12th inst.  
The Boston str. *Kumorio* arrived at Manila on the 3rd inst.  
The C.E.R. str. *Monteagle* left Yokohama at 3.30 p.m. on Saturday, the 2nd inst.  
The Silk ex-M. str. *Polynesian* was delivered in Lyon on the 1st inst.

## SUPREME COURT.

Monday, 4th May.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

A LIBEL ACTION.

The Tso Tai Wo Company, carrying on business at 107 Connaught Road Central, brought an action for \$10,000 against the proprietors printers and publishers of the Chinese newspaper the *Sai Kung Yik P.*, for alleged libel, the libel consisting of a statement appearing in an article published in the newspaper charging the plaintiffs with having been associated with lawless characters in Manila.

Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, appeared for the plaintiffs; and Mr. M. Slade instructed by Mr. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for defendants.

The statement of claim stated that plaintiffs were merchants and carrying on business at No. 147, Connaught Road Central. The defendant was the proprietor, printer and publisher of the newspaper known as the *Sai Kung Yik P.*. The plaintiffs had for many years carried on business in Hongkong and are well known as the Tso Tai Wo foreign goods firm. On the 5th, 6th, 16th, 17th, 18th and 20th days respectively of February, 1907, the defendants falsely and maliciously printed and published in the said newspaper a certain libellous article in the Chinese language referring to the plaintiffs firm. The words translated into English mean and were understood by those who published them to mean "if there are such things how can he seize the company's property as his own property; the Tso Yuen Hop are celebrated persons in the commercial circles of Manila; besides the branch shop Tso Tai Wo Leung they also have established in Hongkong the Tso Tai foreign goods firm. It cannot be said that they are rich persons and yet they have done such an act. It is not that owing to there being a great profit, their greedy mouth is watered for it as if it were watered for rain. It is not that they look strong in their outward appearance but are dried up internally, and as they find it unable to pay out the aforesaid amount they have compelled to do such an act. Recently we have seen their correspondence published in a Hongkong paper giving false allegations regarding the matter and we therefore give a little explanation here and make all our villagers and relations in the island know that between heaven and earth (i.e. the universe) there are such unjust and lawless characters." The defendant alleged that Tso Hang Leung was a member of a firm in Manila known as the Tso Yuen Hop who had absconded and had in concert with certain persons described in the article as unjust and lawless characters defrauded a certain company in Manila, and that the Tso Yuen Hop had established a branch firm in Hongkong known as the Tso Tai Wo foreign goods shop, meaning that the plaintiffs had been associated in business with persons who were lawless characters.

The defendants replied that the article was sent to the newspaper by certain persons who had signed their names etc., and the defendants were ready to publish an apology. Plaintiff had really suffered no loss or injury and defendants had paid \$500 in Court as sufficient to meet any loss the plaintiffs may have suffered.

Sir Henry argued that as the defendants had paid \$500 into Court the libel was admitted and it followed that plaintiffs were entitled to damages. The only question for the court therefore was the quantum.

Evidence was called in support of plaintiff's claim, and the case adjourned.

## THE MARINE INSURANCE MARKET.

The London correspondent of the *Times* writes on April 7th:—  
The answer of underwriters to the recent judgment, popularly known as the "Araucaria Judgment," of the House of Lords has not long been delayed. It takes the form of a new constructive total loss clause, which in effect consists of the following words added to the old:—"And nothing in respect of the damaged or broken-up value of the vessel shall be taken into account." Thus underwriters by inserting these words in the Institute Hull Clauses maintain the principle under which constructive total loss was defined before the recent judgment; they contend that that principle has been satisfactory to the general body of ship-owners, and that a definition taking into account the "prudent uninsured owner" test would result in expensive litigation, costly to ship-owners and underwriters alike. The decision was reached at a company and Lloyd's underwriters, held at the Institute of London Underwriters yesterday afternoon.

## NOTABLE CENTENARIAN.

At Skillington, a small village near Grantham, Mrs. Hannah Bursall, a wonderful old lady last month kept her 104th birthday. Born at Wyomondham, Leicestershire, Mrs. Bursall married at 23, enjoyed sixty years of wedded life, and had fourteen children. Altogether her descendants now number close on 100. Her faculties are astonishingly well preserved, and she has a most retentive memory. She recalls the fact that the clergyman of her native village was taken prisoner at the battle of Waterloo, and for two years Wyomondham had no pastor. She recollects the famous prize-fight at Thistleton Gap between Grubbs and Molyneux. Her aunt, she boasts, was the first person to make the famous Grantham gingerbread. In the summer of 1905 Mrs. Bursall was delighted with a twenty-two miles ride in a motorcar through the kindness of the then mayor. On that auspicious occasion she had tea with the mayors at that lady's own house. This is a memory that is dearly cherished. Needlework and knitting are her favourite occupations of Mrs. Bursall—and without the aid of glasses. She even takes digging exercise in the garden in the early morning. Her health, indeed, is remarkably good, and she is as active as many people decades her junior. One of her most valued possessions is a letter received from the King on her 100th birthday.

## TIENTSIN.

(FROM OUR CORRESPONDENT.)

April 22nd.

TAKU BAR.

Sir Robert Bredon has just come forward to help the port of Tientsin out of a serious difficulty. As all shipping people, in Southern as well as in North China, are aware, the Taku Bar has long been an impediment to the progress of Tientsin as the principal shipping port in the North. The improvement of the Polho Channel is equally necessary and pressing. For three years past the Haiho Conservancy Commissioners, the Tientsin Hong, the British Municipal Council, and the leading shipping firms using the port—all of which latter have head offices or important branches in other ports also, have been discussing various schemes, engineering and financial, for the improvement of the Bar and river from the navigation point of view. But even in connection with this one matter the special interests of all these bodies are not identical. All may be said to be pro-Tientsin and pro-river-and-harbour improvement except the shipping companies, amongst whom I include the Tug and Lighter Companies (Messrs. Butterfield and Swire being one of these and the Taku Tug and Lighter Co., another). These latter are not particularly concerned about the future of Tientsin as a port so long as they can land their cargoes and take freight aboard at Tangku or Chiuwangtsu. And so when called upon to pay their share of the cost of Bar and harbour and river improvement works they have sometimes—demurred—and always—delayed—and deferred the matter.

For two years past the Haiho Commissioners have had the services of Mr. T. Ferguson, now Commissioner of Native Customs in Tientsin, a Dutchman and an amateur Engineer of unusual ability and originality. Mr. Ferguson adapted for the purposes of bar improvement at the mouth of the river a raking appliance, the use of which, at comparatively small cost, added several inches to the depth of the channel across the Taku Bar. But this year opened without any funds being forthcoming to continue the work. The Haiho Conservancy Commissioners had two schemes of operations—one for a continuation of Mr. Ferguson's raking work in the New Channel, this being only temporary in character and effects; and the other a permanent scheme based on a report and recommendations by Mr. de Rijcke, the engineer, of Shanghai. But the shipping companies, without positively objecting, dallied and delayed, and only last week consented to a scheme of temporary taxation for this year only to enable Mr. Ferguson's raking work to be carried on during the present summer and autumn. Even then there were certain formalities to be gone through which would have postponed till late in the year any practical work in the Bar channel, and when autumn came the channel might have silted up.

Now, however, Sir Robert Bredon, Acting I.C., I.M.C., has come forward with a loan to the Haiho Conservancy Commissioners, and this will enable work at the Bar to be commenced forthwith and will render the Commissioners independent for this year at any rate, of the shipowners. Sir Robert's action has the strong approval both of the Chinese authorities here and of the Chinese Central Government in Peking. Corresponding, it has caused the action of the shipping interest to appear in a more unfavourable light than over. Future development will be very interesting to watch.

## THE LATE MR. F. O. SEATON.

Hongkong and other South China readers will hear with regret of the death at his residence, "Shamoon," Brighton Road, Purley, Surrey, on March 25, of Mr. Frederic Ogley Seaton, who was retired from the British Consular Service on account of a breakdown of health. He was British Vice-Consul at Macao from 1893 to 1906. He was 63 years of age, and was well and favourably known in Macao, Hongkong, and Canton for at least twenty years prior to 1906, when he returned to England.

Mr. Seaton was a son-in-law of Mr. and Mrs. C. J. Cole. Mr. Cole was well known in Hongkong and Macao, as well as in Singapore and Penang; he was on the staff of the Eastern Extension Telegraph Company successively at Singapore, Penang, Rangoon, Malacca, Singapore again, Shanghai, and in charge as Number One at Macao, Luban (British North Borneo), Penang again, Adelaide (S. Australia), Perth (W. Australia), and Penang again. He is now Number One in charge of the Tientsin office of the company. Mrs. Seaton spent the greater part of her life in the Far East, and there is some possibility that she may come out here instead of spending her widowhood in England where she has comparatively few friends.

## HART HONOURED.

Sir Robert Hart had a magnificent send off from Peking. The Chinese Government sent 1,600 troops as a guard of honour, this being equivalent to the guard of honour of a prince of the blood. All the Foreign Legations sent guards of honour, and there were several bands including Sir Robert Hart's own Band of which he is so naturally proud.

## THE VOYAGE OF THE AMERICAN FLEET.

INVITATION TO VISIT AN ENGLISH PORT.  
An invitation to the American fleet not only to avail itself of the facilities of British naval stations abroad but also to visit an English port has, it is understood, been received at Washington. That the first part of the invitation will be gratefully accepted is hardly doubtful, but pressure of time, it is feared, may render it impossible for the fleet to visit England. More than a week ago the President said that after leaving Eastern waters the battle ships would be unable to make any stops except for coaling purposes. It is possible, of course, that he may change his mind, and the fact that the invitation, though transmitted some days ago, has not yet been officially published, seems to indicate that it is deserving careful consideration and that the authorities desire, if possible, to show the Mother Country the attention they feel that she, as well as the Colonies, deserves to be shown.



## CORRESPONDENCE.

## THE BILL TO AMEND THE PUBLIC HEALTH AND BUILDING ORDINANCE.

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—Mr. Osborne's speech in the Legislative Council on Thursday last will, I believe, command itself to most thinking men in this Colony. He dealt with a thorny subject in a broad and statesmanlike spirit, and set an example which, I hope, will be followed in all future discussion on the Bill. It seems to me that if only people in their criticism on the Bill and on the higher officials responsible for the administration, and amendment of the Ordinance, would assume that all are trying to do their best for the sanitation and general welfare of the Colony, their criticism would carry more weight and raise less antagonism than much of the criticism hitherto directed against the amendments proposed by the Government.

I do not mean to suggest the approbation of the good intentions of the administrators of the law should blind us to their faults, but that appreciation of their intentions will render correction of faults easier and more certain.

In the general interests of the Colony a Building Ordinance imposing restrictions on owners of land is necessary, but a satisfactory Ordinance should be clear and definite, so that owners should be able to calculate with reasonable exactness what use they can make of their land. Building sites in the Colony vary between wide extremes in their desirability from a sanitary point of view. Areas of 150 ft. by 60 ft. anywhere will accommodate a fair-sized Chinese house with all the restrictions as to roofed-over area at present in force, but the house built thereon will be more or less sanitary according to its position relative to neighbouring open spaces. It is obvious that a house built, say, facing a road on the sea front, or with a reasonably wide lane at the back, will be more sanitary than a similar house built facing a back street or with only a 6 ft. scavenging lane at the back. But under the Bill the same main requirements are laid down for houses everywhere, and a power given to various authorities to grant exemption from the prescribed requirements in meritorious cases. The power of exemption are almost unlimited, but no principles are laid down to guide the exempting authority—no regulations to guide an owner in estimating what use he can put land to in an exceptionally open locality in the event, say, of his desiring to replace old houses with new. The consequence is entire uncertainty in any given case as to what will be permitted and what will not, and uncertainty which under the present system cannot be ended until the owner has gone to the expense of having plans prepared and sent in to the Building Authority, and after many weeks' delay has succeeded in getting various exemptions granted.

It would not be an excessively difficult task to lay down certain general principles and to frame a statutory scale of requirements in typical instances; e.g., for corner houses, for houses with lanes at the back open at both ends, with lanes open at one end, with lanes exceeding a certain width, for houses in streets exceeding a certain width, for houses less than a certain depth. This could be done by laws with some few alterations of the Ordinance, and until this or something of the kind is done, so long will there be general dissatisfaction with the administration of the Ordinance. The unfettered discretion of any official or body of officials—however eminent—applied to building problems necessarily leads to uncertainty, and it is largely uncertainty as to what will be permitted, or what will not, in the future that is strangling building enterprise in this Colony.

The power of granting exemptions conferred in most cases upon the Building Authority with an ultimate appeal against the exercise of his discretion to the Governor in Council. The principal objections to this scheme are that the personal element has undue weight, there is no guarantee of continuity of policy, there is no record of decisions kept in an available form for the guidance of owners, no principles are formulated in accordance with which applications will be refused or granted, and the procedure of the tribunal of appeal is unsatisfactory. These objections can be to a large extent modified or removed by amendments some of which have been suggested above and others indicated below, and if that is done, I believe the scheme as a whole will be the most workable that can be devised under the present circumstances of the Colony.

The Building Authority is probably the institution in the Colony most capable of giving an independent and unbiased judgment upon the sort of questions with which he will be called upon under this scheme to decide. But he is an individual and human, does his work in private without having to formulate the reasons for his acts, as, for instance, a judge or a statesman has, and is sometimes one individual and sometimes another. Consequently he will be influenced by personal predilections, and there is a grave risk of lack of continuity in policy, hence the necessity recognised in Bill and Ordinance of providing an appeal from his decisions.

The tribunal of appeal provided is the Governor in Council, which consists of H. E. the Governor and a number of official and unofficial members, among whom is always the Director of Public Works. For an appeal tribunal to be satisfactory, it must be competent and unbiased, its procedure must be such as to give each party to the controversy upon which it has to adjudicate a fair and equal opportunity to state his case and answer the case of the other side, and it should be public, or at least its decisions should be publicly and fully recorded in an understandable form, especially in

the case of an appeal from the decision of an officer who necessarily does his work in private. If these are the main requisites of a satisfactory tribunal, the present system must be materially amended before it can be considered satisfactory. In the first place the Director of Public Works is also the Building Authority, and takes part in the deliberations of the Council and advises the Governor upon his own acts as Building Authority without the person who is appealing against his decision having any opportunity of meeting, or even knowing the arguments he advances in support of that decision, and in the second the proceedings of the Council are secret and no record of its decisions or of the reasons or principles upon which it has acted in coming to a decision is available to any of the public. That the Governor in Council under a reformed procedure would be the best available, though not an ideal, tribunal I personally believe; at any rate, no other has as yet been suggested which would compare with it in essentials. The reforms required are obvious. The D.P.W. must, for the purpose of the fair exercise of this appellate jurisdiction only, be deprived of his privileged position, and whatever advice or reasons he gives H.E. or the hon. members of the Executive Council in support of his decision as Building Authority must be either communicated to, or advanced in the hearing of the party appealing, in such a manner as to give him a fair opportunity of answering the case made by the Building Authority. Merely to give the party appealing the right to appear personally, as is proposed in the Bill, is utterly illusory, and does not meet the real objections to the present procedure.

Under the Bill and Ordinance as they stand the Building Authority is practically an autocrat. There is, as is shown above, no effective appeal against his decisions on questions in which he has a discretion, and the number of these it is proposed to enlarge enormously, and on questions as to his duties and obligations and the extent and nature thereof he is the sole judge. No legal proceedings of any sort can under the Bill be taken to test the accuracy of his judgment or to compel the performance of his duties. The sole remedy left to an owner is to refuse to obey an order and let the B.A. prosecute him, and then defend himself by showing the illegality of the Order, but in cases in which the Building Authority breaks the law by not performing an act he ought to perform, the owner has absolutely no remedy if the B.A. has done what he has "done bona-fide for the purpose of executing this Ordinance." He cannot bring an action of any sort against the Government because the act complained of is a wrong, so that no action will lie and he cannot bring an action of any sort against the individual officer by reason of the provision in the Bill.

The Building Authority by a strained interpretation of any one of a very large number of the sections of the Ordinance could inflict damage amounting in the aggregate to many thousands of dollars on the property owners of the Colony and as matters stand there is no means open to the victims of compelling either a correct interpretation of the law or reparation for injury inflicted. Mr. Pollock has put forward a proposal in the Legislative Council which if accepted will afford a cheap and speedy means of obtaining an authoritative interpretation of any section of which the meaning is in dispute. The method is one which has been found by practical experience to work well in the case of disputes as to the proper interpretation of wills and instruments regulating trusts, to which purpose it was first applied not very many years ago. I am not aware of any instance in which it has been used for the interpretation of a statute but there is no reason why it should not work equally well and relieve property owners in this Colony of the necessity of employing a more cumbersome and expensive procedure to ascertain their rights in the same way as it has relieved trustees and exors.

## BRITISH NAVAL OFFICER'S PERILOUS ADVENTURE.

TWO DAYS IN AN OPEN BOAT. A remarkable adventure recently befell Commander Macdonald, of H.M.S. "Seyla." On the 18th March, the commander went out alone in a small sailing ship for some fishing. He did not return that day, nor the next, and the gravest fears were entertained as to his safety. Local steamers, fishing smacks, and craft of every description, but their aid in making a search in the neighbouring waters, but it was not until the 20th March that the officer was picked up in the Caribbean Sea, about 30 miles from Carlton, Grenada. He was in a very bad condition, having had nothing to eat or drink for two days.

The tale he had to tell when somewhat recovered was a most thrilling one. It appears that owing to a sharp gale springing up the keel of his boat was broken and the boat capsized. For two days he had to fight constantly for his life. His little boat turned over and over like a porpoise almost continuously, and it was with the greatest difficulty that he was able to keep his head above water. To add to the terror of the situation, he was attacked by sea-birds, and had to beat them off with a plank, which he tore from the boat. One young shark got into the boat. The commander kicked it out, and a smart blow on the tender part of the snout with the plank caused the shark to seek more congenial waters. Commander Macdonald had got so used to eating glimpses of vessels while he was hunting for him that he could hardly realise that they had actually sighted him when they came to his rescue. His tongue and throat were so swollen that he could scarcely swallow.

There were great rejoicings in Grenada when the news of the rescue was made known. Church bells were rung, rockets fired, and a public thanksgiving service was held, at which the Bishop officiated, and the Governor and chief officials of the island attended.

## THE PROBLEM OF ASIATIC IMMIGRATION.

## NATIONALISM AN IMPERIAL QUESTION.

A paper on "The Imperial Problem of Asiatic Immigration" was read before the Society of Arts by Mr. Richard Jebb, author of "Studies in Colonial Nationalism." The chair was taken by Mr. Alfred Lyttelton, M.P., and in the audience were Lord Ampthill, Count Hirokichi Muten (First Secretary, Japanese Embassy), Sir West Ridgeway, Mr. Macdonald, Deputy Minister of Labour, Canada, Captain Macleod (representative of the Australian Commonwealth), Mr. Ross, M.P., Sir J. La Touche, and several of the Australian Agents-General.

Mr. Jebb, in the course of his paper, expressed the opinion that the divergences of opinion and of policy which had divided the Empire on the question of Asiatic immigration might be traced to the presence of two main factors, namely, indigenous nationalism and the direct export of Asiatic labour, upon a considerable scale. The early-nineteenth century, when the grant of responsible government to Western Australia and Natal completed the roll of self-governing Colonies, marked a transition in the political evolution of the question. Taking the half century before this transitional point, Mr. Jebb divided the Empire into three zones of opinion and policy: 1. The Pacific Zone, embracing countries bordering the Pacific Ocean, namely, the Eastern Australasian Colonies, New Zealand, British Columbia, and the Pacific States of the American Union. Here indigenous nationalism, combined with direct experience, resulted in a demand for stringent restriction of Asiatic immigration, if not complete prohibition; 2. The Indian Ocean zone, embracing countries bordering the Indian Ocean, and including especially the Crown Colonies of Western Australia and Natal. Here direct experience, not being combined with indigenous nationalism, resulted in the sanctioning of Asiatic immigration, unrestrictedly, subject to the 3. Atlantic Zone, embracing countries bordering the North Atlantic, namely, the United Kingdom, Eastern Canada, and (incidentally) the New England States. Here indigenous nationalism, not being conditioned by direct experience of Asiatic immigration, resulted in hostility to the idea of restriction, and a desire to restrain that tendency elsewhere.

The ultimate and decisive ground of objection was either that the white and coloured races were unable to co-exist, or that a fusion, if it occurred, would produce a social type inferior to the Anglo-Saxon. Accepting this argument the case against allowing coloured immigration upon a large scale seemed to be unanswerable, except by denying the right of indigenous nationalism, which no one ventured nowadays. The ancient civilisation of the Asiatics had endowed its children with aptitudes far above the sphere of unskilled labour, for which purpose alone the British coloniser ever used them. The author entered a protest against the popular fallacy that the policy of the Pacific Zone was dictated merely by the selfish insistence of well-to-do and rapacious labour. The opinion and policy of the Pacific Zone seemed to have become more determined and decided as time went on. Subject to an essential modification it had already captured the Indian Zone, and bade fair to capture the Atlantic Zone before long. Dealing with the period after 1870 Mr. Jebb referred to the Colonial Conference of 1877 as having occasioned the first effort to systematise the practice of the Empire on the question under review. As a result of the Conference Australia, New Zealand, and South Africa had by this time adopted the principle of the Natal Act. The purpose for which the Empire existed, he maintained, was the promotion and protection of Nation-States, and it followed that Imperial citizenship could not confer any rights inconsistent with that purpose. The right of any citizen to settle in any State where his presence would be injurious to its national civilisation. It had been suggested that by way of compensation for their exclusion from South Africa the Indians should have East Africa set apart for them. There was no objection to this proposal in Imperial theory, unless the local natives have a case. A more practical recognition of their Imperial rights would be to satisfy their desire—expressed by the National Congress—for a federal system like that of the Self-governing Dominions, devised to develop their own industries, and to make India a self-sufficient economic unit. This would not only tend to diminish the economic need for emigration, but would show that the Imperial purpose of promoting and protecting Nation-States is not formulated for the exclusive benefit of the European race. Assuming the duty of the Empire to protect the Nation-States up to the limit of the capacity for resistance, was there any better way of resisting Asiatic immigration than that of the Natal Act? This system had the merit not only of universal application, but also of elasticity. By varying the nature of the "education test" and the amount of discretion given to the officer, the Natal principle might be worked so as to restrict either prohibitively or in moderation. Looking ahead, he saw no reason why the purpose of the Empire, as he had defined it, should not come to be fully expressed in Imperial organisation and Imperial policy.

The chairman, opening a discussion on the paper, expressed the view that the conclusion which Mr. Jebb had arrived at was substantially true, namely, that the Self-governing Colonies were irrevocably determined not to admit the effective competition of Asiatic races. Notwithstanding what Mr. Jebb had said, he believed that the principal cause of this determination was an industrial and Trade Union cause. A second cause was that the races did not like to have the objection of high-minded idealists to planting in a country foreign labour which could not rise to the full rights of citizenship. If we considered the future we might have serious reason to pause for the protection of Western nations that they should freely compete throughout the East on terms of equality with those who possessed those lands, and at the same time that the Eastern peoples have to have no access at all to the West, brought us into a serious region of thought. (Hear, hear.) These were principles which could only be maintained by force. When they considered what a tremendous thing it would be if all the races in India, for instance, were to unite against a pretension so paradoxical, he did not feel certain that Western peoples could maintain such a position.

Lord Ampthill considered Mr. Jebb's paper one of the first attempts to make a scientific study of this question. The fact that this country had not realised that there was such an Imperial problem. In his opinion the Colonies had every right to expect that the Imperial Government would give a lead in a question of this kind, but unfortunately our Imperial statesmen were afraid to do so. The Colonies would respect us more if we told them plainly what was wanted, and if a compromise was arrived at, he thought that Mr. Jebb had rather ignored the importance of India in this question, having treated India together with all other Asiatics, but the Empire would not have been possible without India, and the

## Imperial Government should not permit anything to be done by a Colony which would hurt our Indian fellow-subjects.

Sir West Ridgeway said that if the "Imperial citizenship" of which Mr. Jebb spoke was to involve the right of Asiatic subjects of the King to free entry and residence in all parts of the Empire it was a fiction. It was a fiction because it was impossible, and would not be accepted by the Self-governing Colonies. It was not only impossible, but even, if it were possible, would be inexpedient.

Mr. Arthur H. Reid and Mr. Ross, M.P., also took part in the discussion.

## NAVAL EXERCISES.

## A CRITICISM.

We should like to say a word on behalf of the forgotten man, of the man whom the House of Commons never considers when the voter never sees, and whose interests suffer more than he or they are ever aware of, remains a London journal. The forgotten man is the man who lives on one of the King's ships as an officer, seaman, or gunner of the Royal Navy. He is the man upon whom the freedom and independence of the British voter depend; the man upon whose shoulders rest the British Empire and British trade. The proof that he is forgotten consists in the fact that he is not given a fair chance. What is the chance that every man who is worth his salt always wants? Not money. First-rate men are content with wonderfully little of that. The chance that every man wants is the chance of doing his work as well as it can possibly be done. The officers and men of the Navy, a body of picked men of splendid build and spirit, and as keen as men can be, are kept back by a system that ought to have been broken down twenty years ago. The system has its centre in the Admiralty Office in Whitehall, which ought to be the greatest institution in the world for the study of war, and ought to be applying an ever-deepening knowledge of war to the perfection of every part of the naval officer's and seaman's training. It ought to be constantly holding up a higher standard of what could and should be done in war as a guide for the practice of the officers and men of the Navy, and to be always devising opportunities for such practice. But it does not. When a year or two ago the new course of study for cadets and young naval officers was officially expounded it was found to provide instruction in every subject but war, which had no place in it. This is not fair to the officers, because unless their whole activity in peace is governed by a knowledge of the conditions and activities of war they will when war comes be unprepared for it. Yet their wish is to be better prepared than the officers of any other Navy.

That the theory of war is neglected has long been known, so long, indeed, that some attempts have been made to put an end to the neglect and a War College has been founded, at which, it is to be hoped, the good work is done. But how far the neglect goes is revealed by the articles on "Pool Gunners in the Navy," of which *Blackwood's Magazine* for April publishes the third. The writer of these articles is not open to the charge of being a landman with a prejudice. He is evidently a naval officer of long experience, and the revelations which he makes are astounding. He has already shown how naval gunnery is reduced to a minimum by ill-judged economy, how that minimum is devoted, not to the practice of the application of the principles of the subject of gun defence against torpedo attack by night. We hope everyone who cares about the country's security will read his paper. "The range of the torpedo," says the author, who calls himself "St. Barbara," "exceeds that of the searchlight." Thus the difficulty of the battleship at night is to see and destroy the torpedo-boat before she has fired her torpedo. The practice by which the crews were prepared for this duty was first by day-light at fixed targets a thousand yards distant while the ship moved at twelve knots. This is not a sufficient preparation for firing at a torpedo-boat moving at a great rate in the dark. More recently there has been a very limited amount of firing at night by half the crews, the other half being supposed to be in their cots asleep. But the men had had no previous practice in firing at night.

The unfortunate captain, "St. Barbara," has started in teaching the crew the first principles, instead of deepening for them the lessons already learned to methods he intends to employ as a responsible unit of an admiral's fleet to defend his ship. St. Barbara contends that "this is inviting disaster, and is not the way to train a fleet for war."

The last war has shown how a fleet may be hampered by the dread of an enemy's superiority in torpedo craft. But the British Admiralty has for years slept on the assumption that every enemy is to be destroyed by the real meaning of the hypothesis that the torpedo is the weapon of the weaker side, and that enemy will be the weaker side—and has therefore allowed others to outstrip them in torpedo-boat strength and in torpedo-boat practice. That is a dangerous thing for a Navy which is held to rely on the size of its battleships, which is certainly not what Drake and his spiritual descendants relied upon. But the theory that big ships make up for everything, like the theory that big men make up for everything, is the theory that the inferior is the product of neglect to study war. An enemy who believes himself inferior does not make war unless his Government has gone mad. So long as he has that belief he avoids quarrels and tries to perfect his preparations until he is sure that he is superior, if not in expenditure at any rate in knowledge and skill. The practice of Great Britain is to praise her sailors and to believe in them, but not to take the right means of enabling them to deserve the praise and the confidence. St. Barbara has shown that the fleet is not given the opportunities for making itself perfect in gunnery or in battle practice. That being the case, how can comparative statistics give a sensible man grounds for supposing that in the next war the British Navy will win its battles? Sea fights are not won by ships, but by the men in them, by the judgment and determination of the officers, and the flying training given to the crews. These things are left to the Admiralty, of which it is now clear that it has neglected them, as was likely enough, seeing that for twenty years, in answer to every criticism made upon it, the Admiralty by the mouth of every civilian First Lord has asserted itself to be perfect, and seeing that the last public utterance of a First Sea Lord was to request the nation to go to sleep on the subject of its Navy. The only way for the citizens who rely upon the officers and men of the fleet for their security is to interest themselves in the effort to procure for those officers and men every advantage of training and opportunity that money can procure, and to take note of every warning that comes from the fleet that all is not well with its preparation for war. A vigilant public will produce an efficient Admiralty. A careless public will go to sleep, according to the advice given it at the Guildhall, and will awaken too late, when war has begun and the defects of training can never be made good.

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## MANCHURIAN RAILWAY.

## AMERICA AND THE "OPEN DOOR."

The *Standard's* Correspondent at Berlin wrote on April 5:—"The 'Cologne Gazette' publishes the following despatch from Peking, under the title 'England, Japan, China, and the Railways in Manchuria':—

"Negotiations have begun here between China and Japan regarding the projected railway from Hsiao-miao-tsun to Pakamen, in Western Manchuria, for which the Chinese Government have granted a concession to an English company, but against the construction of which Japan has made various protests. An exchange of views has taken place between London and Japan, and the Japanese Ambassador in London received instructions to declare that Japan has no intention of declaring the 'open door' in Manchuria, but only desires that China should respect the promise given in the Peking Treaty of 1905. It is extremely probable that the railway interests will then extend northward of the Great Wall, which was formerly recognised in London as the boundary of Russian interests. Since the war England no longer recognises this boundary. This is one of the advantages which England derived from the war, but which she is now exploiting in opposition to Japan."

The "Frankfort Gazette" states there is reason to believe that the American Government will be isolated in their attempt to oppose Russian ambitions in Northern Manchuria. The American Government have endeavored to emphasise the sovereign rights of the Emperor of China in Northern Manchuria by instructing the American Consul at Harbin, Mr. Fisher, to regard himself as accredited solely to China and to pay no attention whatever to any Russian authorities in his district. Mr. Fisher refused to recognise in any way the Russian authorities at Harbin and it has become evident that the United States of America desire to demonstrate in this way their adhesion to the principle of the integrity of China. The American Government hope thereby to check any Russian and Japanese plans which may tend to close the "open door" in Manchuria, and also to obtain the support of the other Powers in this movement. The "Frankfort Gazette" believes, however, that Great Britain regards the injury done to her own interests in Manchuria with complacency, while Germany declared, before the Russo-Japanese war, that she could not be a party to the guarantee of the integrity of Manchuria. France will probably raise no difficulties in opposition to Russia, so that the American Government will be reduced to the necessity of carrying out its Manchurian policy without extraneous aid.

The "St. Petersburg 'Slovo,'" which reflects opinions held in official quarters, referred the same day to the dispute reported from Harbin, where Mr. Fisher, the United States Consul, alleging that he is accredited solely to the Chinese Government, refuses to recognise Russia's status—a line of action which has resulted in representations being made to Washington. The "Slovo," in commenting on the matter, writes:—"It is possible that America may be seeking to ingratiate herself with China at the expense of Russia, with a view of eventualities in the Far East, but questions concerning Russian jurisdiction in the railway area are referable only to China as regards to Japan, with whom Russia has special treaties. If neither of these Powers formulates demands it is impossible for America to do so independently. That country has chosen an unfortunate case if it intends to appear in the role of China's guardian."

Mr. Ro, Secretary of State, and Baron de Rosen, the Russian Ambassador, had a conference, presumably on the subject of Russia's sphere of influence in Manchuria. It is understood that America's position will be maintained until a basis for Russia's authority has been shown sufficient to warrant the recognition of Russia's jurisdiction in Manchuria.

## TABLE OF LOST FORTUNE.

## FALL IN SILVER DID IT.

A remarkable tale of a lost fortune was told last month by James Bryson, aged 62, cotton merchant, who was sentenced at Brighton Quarter Sessions, to fifteen months' hard labour for stealing as bailee two horses, a phaeton, and harness value £200, the property of Mr. Joseph Nye, jobmaster, on February 13.

At one time the prisoner, who was a cotton spinner employing hundreds of hands at Preston, Lancashire and was worth between £75,000 and £80,000. He shipped large quantities of goods to the East, and he also devoted considerable time and money to public work. Among various public positions he filled was that of chairman of a Cheshire district council, poor-law guardian, and lay representative on diocesan conferences.

A heavy fall in the value of silver, he added, entirely changed his position, and drove him into the bankruptcy court. His failure to obtain satisfaction during the past three years had caused him such distress of mind that he had not been responsible for his actions.

The police and the prisoner hired a Rallies and horse at Tunbridge Wells last July, and nothing had been seen of the property since. While prisoner was staying at the Hotel Metropole, Mr. Nye, in reply to a telephone message, sent round the phaeton and horses, and the prisoner drove off with them, declining the service of a coachman. One horse he sold at Leicester for twenty-eight guineas; and the other horse and carriage were in his possession when he was arrested at Wimbledon.

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## ECZEMA COVERED FACE AND CHEST

Little Boy Suffered Very Badly—Under Medical Care for Weeks—Became Steadily Worse—Doctor Said It Would Last for Years—One Box of Cuticura Cured Him.

## MOTHER RECOMMENDS CUTICURA TO FRIENDS

"Two years ago my little son was suffering very badly from eczema. I took him to a doctor who attended him some weeks and still he got worse. Some completely covered his face and chest. Being dissatisfied with his treatment I took him to another. I tried his remedies and still my boy grew worse. The doctor also told me that the eczema would not go away for years. One morning I saw an advertisement of Cuticura and made up my mind, then and there, to give it a trial. I purchased one box of Cuticura Ointment and one tablet of Cuticura Soap. After using them the first few days, one saw a great change. The eczema was completely gone in three weeks. We still have some of the Ointment left and continue to use Cuticura Soap. I have always done my best to advertise Cuticura to my friends, which I feel my duty. Mrs. Phyllis Duke, 30, London Road, Staines, Middlesex, July 3, '07."

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## SPORTS IN MODERN JAPAN.

At a meeting of the Japan Society held at 20, Hanover square, Mr. Tameso Mitsuhashi, third secretary of the Japanese Embassy, read a paper on "Sports and Physical Training in Modern Japan." There was a large attendance, and Sir Albert Rollit presided. In the course of his paper, which was illustrated by lantern slides—lecturer stated that the main features of physical training in the schools were compulsory military drill, on the one hand, and fencing, judo, and baseball, on the other, which were practiced voluntarily every day after lessons. These were supplemented by swimming and boating during the holidays. Reserve officers of the army, assisted by sergeants, were usually appointed military training instructors to the schools, and service rifles of an old pattern were provided by the State. Once or twice a year the students were organized into battalions or companies and fully equipped with arms and ammunition, were taken into the country for a week or so under their officers, for manoeuvres under true military discipline. Universal service being in force, all men between 17 and 40 years of age were under the obligation of military service in the Kokumungun, or national army, if called up in a time of emergency. So far, however, it had not been necessary to organize the national army in time of war, and consequently it was impossible to say whether the military training given in the schools had been any effective result in actual warfare. But for its main purpose of physical development it had proved very successful. In fencing the practice sword was made of bamboo and had a blade about 1 ft. long, which was held by the fencer with both hands. Japanese experts were of opinion that this method of using the sword with both hands was more effective in real combat than the European practice of wielding the weapon with one hand only. Judo was a modified form of jujitsu. The purpose of jujitsu was by obtaining or striking some part of the opponent's body to render him incapable of resistance. The purpose of judo was mainly physical culture. Swimming was also a national sport in Japan. Boating, of Western origin, had become very popular with students. But among the crowds at the regatta of the various schools, not a single member of the fair sex was to be seen except as a chance passenger in a passing steamboat or ferry. In Japan judo did not go in for boating. The American sport of baseball had a great vogue. Football had also been introduced, but it had not become so popular as boating or baseball. Tennis was a favourite amusement among quiet students and young ladies. On the whole, Japan was very fortunate in regard to climate, beautiful sunshine prevailing all the year round, so that outdoor sports were not marred by natural conditions, except by occasional rain. A vote of thanks was passed to the lecturer, on the motion of Mr. W. Crowdon, chairman of the Japan Society, seconded by Count Mitsuhashi, the Japanese Embassy, and supported by Mr. East, A.R.A.











## SHIPPING.

**ARRIVALS.**  
CHOYHANG, British str., 4th May—Canton.  
EMPEROR OF CHINA, British str., 8,048, R. Archibald, R.N.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May.  
MAILS AND GENERAL—C. P. R. Co.  
HALVAND, Norwegian str., Renneberg, 4th May—Singapore 27th April, Cass Oil—Mo-Bain & Co.  
JACOB DREIBACHSEN, German str., 635, A. Hansen, 4th May—Pakhoi 30th April, and Yichow 3rd May, General—Jensen & Co.  
KUNSHANG, British str., 2,078, E. J. Buller, 5th May—Calcutta and Singapore 28th April, General—Jardine, Matheson & Co.  
LONGHANG, British str., 1,059, E. J. Payne, 4th May—Manila 1st May, General—Jardine, Matheson & Co.  
MOTOR MARU, Japanese str., 3,773, J. Hands, 4th May—London and Singapore 6th May, 7th May—Nippon Yusen Kaisha.  
OCEANIC, British str., 1,738, M. Le Brun, 3rd May—Yokohama and Moji 29th April, Coal for Canton—Mitsui Bussan Kaisha.  
PROGRESS, German str., 4th May—Canton.  
RUBI, British str., 1,811, R. W. Almond, 4th May—Manila 2nd May, General—Shewan, Tomes & Co.  
SULFAN VAN LANGKAT, Dutch str., 2,292, J. Liberg, 4th May—Tientsin 27th April, Bulunk and Tinduppings—Dutch Oil Co.  
TUNGSHING, British str., 4th May—Canton.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
4th May.  
Eastern, British str., for Moji.  
Haitan, British str., for Coast Ports.  
Indian, Danish str., for Saigon.  
Moyori Maru, Japanese str., for Shanghai.  
Ragnar, Norwegian str., for Hongkong.  
Sulfan van Langkat, Dutch str., for Palembang.  
Yingheon, British str., for Amoy.

**DEPARTURES.**  
3rd May.  
KING-ALFRED, British cruiser, for Japan.  
4th May.  
CHOYHANG, German str., for Amoy.  
HONGKONG, French str., for Haiphong.  
HOPANG, British str., for Moji.  
KWARONG, Chinese str., for Shanghai.  
MEYOP, Chinese str., for Canton.

**SHIPPING REPORTS.**  
The British str. Loongang reports: Fine and clear throughout, smooth sea.  
The British str. Kainsang reports: Light air to gentle breeze from the N.E. with smooth sea, fine and clear to Cape Pedernales; thence to Port fresh N. to N.E. wind with moderate sea, clear and fine.

**VESSELS IN DOCK.**  
May 4th.  
ARRIVED DOCKS—Sorsogon, Haiphong, Amoy, Hongkong, Lintin, Victoria, Yedoharu, Cosmopolitan Dock.

**VESSELS PASSED ANFER.**  
April 9, German by Fuerst Buelow, Mozi, Manila.  
April 10, British str. Polypheus, Chirims, April 10, from Batavia, for Amsterdam.  
British str. Natal, Favur, April 9, from Cocos Island, for Batavia.  
April 13, Norwegian by Dione, Olsen, April 5, from Batavia, for Delagoa Bay.  
April 16, Dutch str. Molang, Kijjo, March 3, from Rotterdam, for Batavia.  
Dutch str. Jaso, Van Meenen, April 16, from Batavia, for Amsterdam.  
April 18, British str. Zulu, Peart, April 16, from Christmas Island, for Singapore.  
Dutch str. Typhus, Poljer, April 18, from Batavia, for Amsterdam.  
April 20, Dutch str. Salak, Engelman, Mar. 14, from Rotterdam, for Batavia.  
April 21, British str. Cien Farquhar, from Tjilatjap, for Samarang.  
April 23, German str. Flensburg, Hoorn, March 10, from Amsterdam, for Batavia.  
April 23, British str. Islander, Wrig, Apr. 21, from Singapore, for Christmas Island.

**VESSELS ON THE BERTH.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship.**  
"HAITAN."  
Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 5th inst., at 10 A.M.  
For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.  
Hongkong, 2nd May, 1908. 798  
FOR SAN FRANCISCO VIA PORTS.  
THE Steamship  
"CLAN MACMILLAN"  
Will be despatched for the above Ports on the 7th May.  
For Freight apply to SHEWAN, TOMES & CO., Agents.  
Hongkong, 21st April, 1908. 702  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

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Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections common to Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	NORH	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 6th inst.
LONDON, HAMBURG & ANTWERP	BRIDGESHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHEWAN TOMES & CO.	About 15th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	Meyer	P. & O. S. N. Co.	On 16th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	Babie	HAMBURG-AMERICA LINE	About 10th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SLIPSA	Ger. str.	k.w.	Bachor	HAMBURG-AMERICA LINE	On 7th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Griestbrun	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 5th June.
HAYRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Solmer	HAMBURG-AMERICA LINE	On 15th June.
MARSEILLES, ROTTERDAM & HAMBURG &c.	AUTRALIAN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	About 5th inst.
MARSEILLES, &c. VIA PORTS OF CALL.	KAMAYURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 12th inst., at 1 P.M.
MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &c.	HIYACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 13th inst., at Dlight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	INDOIN	Indo. str.	—	J. Randermann	MELCHERS & CO.	On 27th inst., at Dlight
MARSEILLES, HAYRE & COPENHAGEN	CHINA	Ans. str.	—	A. Petrie	SANDER, WIELER & CO.	Beginning of May.
NAPLES, GENOA, ALORES GIBRALTAR &c.	YORONER	Rus. str.	—	...	SHEWAN, TOMES & CO.	To-morrow, at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	LOWTHER CASTLE	Brit. str.	—	...	DODWELL & CO., LTD.	About 23th inst.
ODDESSA	SAISUMA	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	About end of June.
NEW YORK VIA SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	About 31st inst.
BOSTON & NEW YORK	GLENGAR	Brit. str.	—	R. Swain	NIPPON YUSEN KAISHA	On 14th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TANGU MARU	Jap. str.	—	Cowley	DODWELL & CO., LTD.	On 20th inst., at P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	KUMERIC	Am. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 12th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	AKI MARU	Jap. str.	1 m.	...	NIPPON YUSEN KAISHA	On 16th inst.
VICTORIA, B.C. & SEATTLE, WASH., &c.	CLAN MACMILLAN	Brit. str.	—	G. C. Christiansen	SHEWAN, TOMES & CO.	On 28th inst., at 4 P.M.
SAN FRANCISCO VIA PORTS	MARIE	Brit. str.	1 m.	W. B. Brown	CHINA COMMERCIAL S.S. CO.	On 7th inst.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	CHINGU	Brit. str.	—	N. Matheson	BUTTERFIELD & SWIRE	On 11th June, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUWANO MARU	Jap. str.	—	D. Lenz	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	McArthur	MELCHERS & CO.	On 21st inst., at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	EASTERN	Brit. str.	—	K. Homma	GIBB, LIVINGSTON & CO.	On 12th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	O. Jones, R.N.R.	NIPPON YUSEN KAISHA	On 12th June, at Noon.
MOJOHAMA AND YOKOHAMA	CANDIA	Brit. str.	1 m.	C. Lindbergh	P. & O. S. N. Co.	About 7th inst.
YOKOHAMA AND KOBE	TRINAN	Brit. str.	—	T. Murai	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
KOBE AND YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 8th inst., at Dlight
NAGASAKI KOBE & YOKOHAMA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
VIADIVOSTOCK	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 24th June.
JAPAN	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	Quick despatch.
TSINGTAU, CHEFOO & NEWPORT	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 4th June.
TIENTSIN	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
CHINKIANG	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 7th inst., at No. 2.
SHANGHAI	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	About 6th inst.
SHANGHAI & HANKOW	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI, YOKOHAMA & KOBE	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 11th inst., P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	About 14th inst.
SHANGHAI	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, MOJI & KOBE	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
NINGPO & SHANGHAI	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 10th inst.
FOCHOW VIA SWATOW, & AMOY	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 11th inst., P.M.
AMOY & SHANGHAI	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
TAMUO VIA SWATOW & AMOY	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	About 14th inst.
SWATOW, AMOY & FOCHOW	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 15th inst.
SWATOW, AMOY & FOCHOW	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SWATOW, AMOY & FOCHOW	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	Quick despatch.
HOIHOW & HAIFONG	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
MANILA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 10th inst.
MANILA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 11th inst., P.M.
MANILA, SINGAPORE, COLOMBO & LONDON	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
MANILA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	About 14th inst.
MANILA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 15th inst.
CEBU & ILOILO	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SANDAKAN	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	Quick despatch.
KUDAT & SANDAKAN	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 10th inst.
HOMBAY VIA SINGAPORE & PENANG	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 11th inst., P.M.
SOURABAYA & SAMARANG	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	About 14th inst.
SINGAPORE, PENANG & CALCUTTA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 15th inst.
SINGAPORE, PENANG & CALCUTTA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	YUBUKI MARU	Rus. str.	—	H. Homma	NIPPON YUSEN KAISHA	Quick despatch.



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MESSINES	NORE Capt. G. Phillips	About 6th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	CANDIA Capt. O. Jones, R.N.R.	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON Capt. G.W. Dabot	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 14th May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	OCEANA Capt. W. Hayward, R.N.R.	Noon, 16th May	See Special Advertisement.

For further Particulars, apply to—  
F. J. ABBOTT,  
Acting Superintendent,  
Hongkong, 4th May, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA CEBU and ILOILO SOURABAYA and SAMARANG AMOI and SHANGHAI NINGPO and SHANGHAI MANILA, ZAMBOANGA, TUESDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	TEAN KAIPOONG SHANTUNG YUNNAN FOOCHOW CHINGTU	On 6th May, 8 A.M. On 6th May, 4 P.M. On 7th May, 3 P.M. On 8th May, 4 P.M. On 9th May, 4 P.M. On 11th May, 4 P.M. On 12th May, 9 A.M. On 14th May, 4 P.M. On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-  
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining  
Saloon.  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-  
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SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo  
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REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
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RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.  
The steamers "KUTSANG," "NAMSANG," and "FOOKSANG" leave about every 3 weeks for  
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing  
a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-Class Passengers and are fitted throughout  
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Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafse, Tientsin  
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Taking Cargo on Through Bills of Lading to Kadar, Lahad, Dava, Simporna, Tawao,  
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REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
FOOCHOW via SWATOW and AMOI	"SOSHU MARU" Capt. T. SURUGA	THURSDAY, 7th May, at 9 A.M.
TAMSUI via SWATOW and AMOI	"DALIN MARU" Capt. I. SAKURAI	SUNDAY, 10th May, at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOCHOW	"SHOSHU MARU" Capt. M. NOMOTO	TUESDAY, 12th May, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers  
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\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
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Hongkong, 5th May, 1908.

T. ARIMA, Manager.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
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TAKING Cargo at Through Rates to all European North Continental and British  
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Levantine, Black Sea and Baltic Ports  
and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... 10th May	FOR MARSSEILLES ROTTERDAM & HAMBURG: S.S. GUEYA ... About 5th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	FOR HAVRE & HAMBURG: S.S. SILESIA ... 7th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	FOR ANTWERP & HAMBURG: S.S. LYDIA ... About 19th May
S.S. ITHAKA ... FOR CHINKIANG ... On 7th May, Noon.	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May

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11 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF JAPAN" 6,000	THURSDAY, 7th May	20th May	25th May
"EMPERESS OF JAPAN" 6,000	WEDNESDAY, 20th May	18th June	23rd June
"EMPERESS OF JAPAN" 6,000	THURSDAY, 4th June	22nd June	27th June
"EMPERESS OF JAPAN" 6,000	THURSDAY, 18th June	4th July	9th July
"EMPERESS OF JAPAN" 6,000	THURSDAY, 18th June	17th July	22nd July
"EMPERESS OF JAPAN" 6,000	THURSDAY, 4th July	25th July	30th July
"EMPERESS OF JAPAN" 6,000	THURSDAY, 11th July	4th Aug.	9th Aug.

\* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.  
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
S.S. "MONTAGUE" "LENNOX" and "GLENFARG" at 12 Noon.  
THE "EMPERESS" route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
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14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
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Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10  
Intermediate on Steamers ... \$40. ... \$42.  
First Class rates include cost of Meals and Berth in Sleeping Car while crossing the  
American Continent.

R.M.S. "MONTAGUE" carry Intermediate passengers only, at Intermediate rates,  
affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
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Genoa to Hongkong in 30 Days.  
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Freight to Overland ... via Vancouver  
Passengers to Overland and Europe ... 13 Days  
YOKOHAMA to LONDON and PARIS 23 Days  
HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

+ AMIRAL MAGON ... 4th June	= MATTE ... 13th Oct.
+ AMIRAL EXELMANS ... 25th July	= CEYLON ... 25th Nov.
= OUESANT ... 27th Aug.	= CORSE ... 11th Jan. 09

\* No Passengers. \* Intermediate Class and Rates of Passage.  
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly  
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Hongkong, 1st May, 1908.

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Highest Class, newest, fastest and most luxurious Steamers between  
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Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
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STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFISO	2540	R. Rodger	Manila	On 16th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 4th May, 1908.

HONGKONG-NEW YORK.  
AMERICAN ASIATIC STEAMSHIP COMPANYFOR NEW YORK VIA PORTS AND  
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S.S. LOWTHER CASTLE ... On or about 31st May.

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Hongkong, 9th April, 1908.

THOS. COOK & SON,  
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## SHIPPING IN PORT.

STEAMERS.	MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
AMARA, British str., 1,358, C. J. Matlock, 26th April—Swatow, 25th April, General—Jardine, Matheson & Co.	Kaiser Franz Josef I, Austrian cruiser, 4,308 tons, 12 guns, 100 h.p., Lieut. J. J. Pacher, Northern Waters.
AMIRAL DE BRUON, French str., 1,14, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	Alouette, river gunboat, Lieut. Millot, Cochinchina.
CARAVANTES, French str., 1,971, Sedore, 29th April—Cardiff 17th March, Coal—Messageries Maritimes.	Argus, gunboat, 133 tons, guns, 500, h.p., Lieut. J. J. Pacher, Northern Waters.
CHILDAR, Norwegian str., 1,102, H. Nielsen, 1st May—Bangkok 24th April, General—Butterfield & Swire.	Carondelet, gunboat, Lieut. Kerebas, Saigon.
CHOWA, German str., 1,055, G. Spiesen, 1st May—Bangkok 23rd April, Rice—Butterfield & Swire.	Déclat, gunboat 845 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Enot, Hongkong.
CHOYANG, British str., 1,424, Sandback, 30th April—Shanghai April 26th, via Swatow 29th, General, Sheep and Goats—Jardine, Matheson & Co.	D'Entrecasteaux, French cruiser, 8,000, Capt. Tracon, Shanghai.
DEN OF ABLE, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	Esturgeon, submarine, Saigon.
DEVONPORT, German str., 1,157, Rohwaldt, 29th April—Bangkok April 20th, and Swatow 28th, Rice and Timber—Butterfield & Swire.	Henri Riviere, gunboat, Lieut. Portier, Haiphong.
DURIE, British str., 1,901, A. R. Lee, 28th April—Moji 23rd April, Coal—Shewan, Tomes & Co.	Jacquin, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve.
EARL OF DOUGLAS, British str., 2,761, John Jameson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messageries Maritimes.	Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sagos, Danang, Saigon.
EASTERN, British str., 2,272, W. G. McArthur, 29th April—Australia via Sydney 8th April, General—Gibb, Livingston & Co.	Keramat, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.
EMPERESS OF JAPAN, British str., 6,000, H. Pybus, 24th April—Vancouver 18th March, and Shanghai 4th April, Mails and General—Canadian Pacific B. & N. W. Co.	Lynx, submarine, Lieut. Armbruster, Saigon.
FOOCHOW, British str., 1,227, J. Davies, 2nd May—Chinking 28th April, General—Butterfield & Swire.	Montcalm, cruiser (Flagship) of Vice-Admiral Perrin, C. Commander in Chief, 9700 tons, 12 guns, 1,600 h.p., Capt. Mariel.
HAIPHONG, French str., 500, Pomrat, 2nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	Monsieur, destroyer, Lieut. Duchemin, Baie d'Along.
HAITAN, British str., 1,183, J. S. Ronch, 3rd May—Fochow 30th April, Amoy May 1st and Swatow 2nd, General—Douglas, Launik & Co.	Oly, gunboat, Lieut. Grollier, Yangtze.
HEIN, Norwegian str., 758, A. Erickson, 1st May—Bangkok 23rd April, Rice—Chinese.	Pelto, gunboat, Lieut. Marchand, Tongku.
HIKOSAKI, Japanese str., 2,302, Matsuda, 2nd May—Moji 27th April, Coal—Mitsui Bussan Kaisha.	Polo, submarine, Saigon.
INDIAN, Danish str., 3,612, H. P. Berg, 3rd May—Moji 29th April, General—Molchers & Co.	Pistol, destroyer, Lieut. de Reinach, Worth, Baie d'Along.
ITHAKA, German str., 1,446, Egeles, 28th April—Swatow April 21st, and Chinking 23rd, General and Rice—Hamburg, Amerika Linie.	Protée, submarine, Lieut. Glorieux, Saigon.
KAIPOONG, British str., 956, H. Mathias, 2nd May—Cebu April 26th, and Iloilo 28th, Sugar and Wood—Butterfield & Swire.	Takou, destroyer, Comdr. Trinquet, Saigon.
KALGA, British str., 1,152, Lewis, 30th April—Chafse 25th April, General—Butterfield & Swire.	Vauban, ton, coal pot (reserve), 6150 tons, 23 guns, 4500 h.p., Hongkong.
KASHING, British str., 1,152, Pickard, 1st May—Daly April 24th, and Chafse 25th, General—Butterfield & Swire.	Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton.
KIANGTUNG, Chinese str., 1,223, H. Uden, 2nd May—Chinking 27th April, General—Chinese.	Arcena, cruiser, 2719 tons, Captain von Hippel, Amoy.
LABRETS, British str., 1,340, Frampton, 30th April—Saigon 26th April, Rice and Dry Fish—Chinese.	Furst Bismarck (flagship), 11,000 tons, 36 guns, 14,000 h.p., Komdr. Admiral Cooper, Shanghai.
MARCELLE, German str., 3,435, A. Lohrengel, 25th April—Moji 18th April, Coal—Ataka.	Itia, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Laus.
MATHILDA KORNER, German str., 1,846, M. Diberner, 21st April—Hongkong 18th April, Coal—Jardine.	Jaguar, gunboat, 900 tons, 16 guns, 1300 h.p., Captain Graf von Posadowsky-Wehner.
MATHILDE, German str., 831, A. P. Uldrup, 1st May—Haiphong, Pakhoi and Hoihow 3rd April, General & Pigs—Jensen & Co.	Leipzig, cruiser, Captain Engel.
MAUSANG, British str., 1,644, E. Houghton, 29th April—Sandakan 23rd April, Timber and General—Jardine, Matheson & Co.	Lucas, gunboat 850 tons, 10 guns, 1344 h.p., Captain Böhm.
MERVOO, Chinese str., 1,339, J. MacArthur, 3rd May—Shanghai 30th April, General—Chinese.	Niobe, cruiser, Captain Longmak.
MYTELORNE, British str., 1,601, Maitland, 27th April—Hongkong 24th April, Coal—Dodd & Co.	Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Koss.
NIPPON MARU, Japanese str., 3,442, W. W. Greene, 2nd May—San Francisco 31st March, Mails and General—Toyo Kisen Kaisha.	Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Captain Ross.
ONSANG, British str., 1,787, R. Cox, 30th April—Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.	Vatardal, gunboat—tons, 3 guns, 500 h.p., Captain Toussaint.
PROGRESS, German str., 687, D. Struve, 29th April—Hongkong 26th April, Coal—Siemens & Co.	Vorwärts, gunboat, First Lieut. Riechers.
PROTEUS, Norwegian str., 1,027, C. Moller, 2nd May—Bangkok 23rd April, Rice—Aagaard Thorsen & Co.	Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Hongkong.
QUINTA, German str., 937, Frahm, 2nd May—Tientsin 26th April, Coal—Jensen & Co.	Rio Lima, cruiser, 720 tons, 7 guns, Macao.
RAGNAR, German str., 1,220, Nielsen, 25th April—Bangkok 18th April, Rice—Wallen & Co.	Barry, destroyer, 420 tons, Bas. David Lyons, Cavite.
SHANTUNG, British str., 1,835, Feelt, 2nd May—Hongkong 28th April, Coal—Butterfield & Swire.	Callio, gunboat, 243 tons, Lt. Gay Whitlock, Shanghai.
TAKOSAN MARU, Japanese str., 3,017, I. Fukui, 3rd May—Kuchinotzu 28th April, Coal—Mitsui Bussan Kaisha.	Chanvire, destroyer, 420 tons, Lt. Frank McCarty, Cavite.
TANGA MARU, Japanese str., 7,420, R. Swain, 3rd May—Japan and Shanghai 30th April, Flour, Tank and Cotton Yarn—Nippon Yusen Kaisha.	Chattanooga, cruiser, 3270 tons, Commander R. C. Smith, Cavite.
TEAN, British str., 1,346, A. W. Outerbridge, 1st May—Manila 29th April, General—Butterfield & Swire.	Cleveland, cruiser 3270 tons, Commander J. T. Newton, Cavite.
TIJMAH, Dutch str., 2,476, J. Brouwer, 25th April—Batavia pr. 4th, and Macassar 20th, General—Java-China-Japan Lijn.	Colorado, armoured cruiser, 13,651 tons, Captain S. H. Stanton, Cruising.
TUNGSHING, British str., 1,178, W. Stalkin, 25th April—Wuhu and Chinking 21st April, General—Jardine, Matheson & Co.	Crozier, gunboat, 1710 tons, Commander J. H. S. Shaw, Shanghai.
TYDERS, British str., 4,800, D. P. Campbell, 2nd May—Shanghai 29th April, General—Butterfield & Swire.	Dala, destroyer, 420 tons, Ens. G. V. Stewart, Cavite.
VICTORIA, Swedish str., 939, J. A. Hallberg, 23rd April—Karatsu 17th April, Coal—Wallen & Co.	Decatur, destroyer, 420 tons, Ens. C. W. Nimite, Cavite.
YEDO MARU, Japanese str., 3,227, T. Hamada, 29th April—Moji 23rd April, Coal—Mitsui Bussan Kaisha.	Denver, cruiser, 3200 tons, Commr W. B. Opperion, Shanghai.
YUNNAN, British str., 1,216, W. Owen Jones, 30th April—Chinking 26th April, General—Butterfield & Swire.	Galveston, cruiser, 3200 tons, Commander B. W. Hodges, Cavite.
ZIGLAR, British str., 3,426, Pearl, 28th April—Xmas Island 17th April, Phosphates—Mitsui Bussan Kaisha.	Helena, gunboat, 1392 tons, Commander R. M. Hughes, Haiphong.

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A TABLE OF THE  
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For Demand Drafts on London on the day of  
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Mails; also Table of the Daily  
Approximate Averages for 33 Years.  
FROM 1874 to 1906.  
prices: \$1 Cash. On sale at the "DAILY  
PRESS" Office, or Local Booksellers.

NORDDEUTSCHER LLOYD. BREMEN  
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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK" Capt. J. RANDELMANN	Wed. day, 6th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FERNES	About Wed. day, 6th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Middle of May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 2nd May, 1908.



# POST OFFICE NOTICE

The Asia, with the American mail is due to arrive at this port today, at noon.  
The Buckle, with the German mail of the 7th ultimo, left Singapore on Friday the 1st inst., at 11 a.m., and may be expected here to-day, about 3 p.m.  
The Mongolia, with the American mail is due to arrive at this port on the 12th instant.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hainan	Tuesday, 5th, 9.00 A.M.
Moji, Yokohama and Fukuoka	Sui Tai	Tuesday, 5th, 11.00 A.M.
Manila	Sui Tai	Tuesday, 5th, 1.15 P.M.
Singapore	Sui Tai	Tuesday, 5th, 2.00 P.M.
Bangkok	Sui Tai	Tuesday, 5th, 2.00 P.M.
Manila	Sui Tai	Tuesday, 5th, 3.00 P.M.
Fakhoi	Sui Tai	Tuesday, 5th, 5.00 P.M.
Swatow and Bangkok	Sui Tai	Tuesday, 5th, 5.00 P.M.
Singapore, Penang and Colombo	Sui Tai	Tuesday, 5th, 5.00 P.M.
Seigon	Sui Tai	Tuesday, 5th, 5.00 P.M.
Swatow, Amoy and Foochow	Hainan	Friday, 8th, 9.00 A.M.
Manila	Sui Tai	Friday, 8th, 1.15 P.M.
Singapore	Sui Tai	Friday, 8th, 2.00 P.M.
Bangkok	Sui Tai	Friday, 8th, 2.00 P.M.
Manila	Sui Tai	Friday, 8th, 3.00 P.M.
Fakhoi	Sui Tai	Friday, 8th, 5.00 P.M.
Swatow and Bangkok	Sui Tai	Friday, 8th, 5.00 P.M.
Singapore, Penang and Colombo	Sui Tai	Friday, 8th, 5.00 P.M.
Seigon	Sui Tai	Friday, 8th, 5.00 P.M.

# JOINT STOCK SHARES.

Hongkong, May 4th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Rs. 200	Nominal.
Bank		
Hongkong & Shanghai	\$125	\$924, sales & b. London 274.
National B. of China	28	\$51, buyers
Bell's Asbestos E. A.	12a 6d.	\$71, sellers
China-Borneo Co.	\$12	\$11, sellers
China Light & P. Co.	\$10	\$6, buyers
China Provident	\$10	\$5.90, buyers
Cotton Mills		
Ewo	Tls. 58	Tls. 58.
Hongkong	\$10	\$101, buyers
International	Tls. 76	Tls. 65.
Loon Kung Mow	Tls. 100	Tls. 75.
Soychek	Tls. 500	Tls. 290.
Dairy Farm		\$619.
Docks and Wharves		
H. & K. Wharf & G.	\$50	\$824, sellers
H. & W. Dock	\$50	\$103, buyers
New Amoy Dock	\$50	\$84, buyers
Shanghai Dock	\$100	\$82, buyers
Shai & H. Wharf	\$100	Tls. 223.
Fenwick & Co. Geo.	\$25	\$13, sellers
Green Island Cement	\$10	\$101.
Hongkong & C. Gas	\$10	\$175.
Hongkong Electric	\$10	\$104, s.d.
Hongkong Hotel Co.	\$50	\$96, sellers
Hongkong Ice Co.	\$25	\$225, sellers
H.K. Milling Co. Ltd.	\$100	Nominal.
In Liquidation	\$100	\$33.
Hongkong Rope Co.	\$10	
Insurance		
China Fire	\$50	\$240, buyers
China Traders	\$25	\$41, buyers
Hongkong Fire	\$50	\$31, buyers
North China	\$5	Tls. 78, buyers
Union	\$100	\$142.
Yangtze	\$50	
Land and Building		
Hongkong Land	\$100	\$99.
Humphrey's Estate	\$10	\$101, buyers
Kowloon Land & B.	\$50	Tls. 114.
Shanghai Land & B.	\$50	\$40, sellers
West Point Building	\$50	
Mining		
Charbonnages	Fr. 250	\$560, buyers
Banks		
Bank	\$10	\$81, buyers
Peak Tramways	\$1	\$13, buyers
Philippine Co.	\$10	\$3, buyers
Redueries		
China Sugar	\$100	\$135.
Luxon Sugar	\$100	\$15.
Steamship Companies		
China and Manila	\$25	\$14, sellers
China Steamship	\$25	\$40.
H. Canton & M.	\$15	\$204, sellers
Indo-China S.N. Co.	\$5	\$24.
Shell Transport Co.	\$1	\$13, sellers
Star Ferry	\$10	\$15, sellers
Do, New	\$5	\$23, buyers
South China M. Post.	\$5	\$5, sellers
Steam Laundry Co.	\$10	\$15, sellers
Stores & Dispensaries	\$10	\$5.
Campbell & Co. Wm.	\$10	\$24.
Powell & Co. Wm.	\$10	\$10.
Watson & Co. A. S.	\$10	\$106.
Weissmann, Ltd.	\$10	
United Asbestos	\$4	\$13, buyers
Do. Founders	\$10	\$150, buyers
Union Waterboat Co.	\$10	\$12, sellers

# VISITORS AT HOTELS.

Hongkong Hotels.

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Mr. E. Alabaster	Mr. H. Mellor
Mr. H. G. Bathhouse	Mr. W. F. Miller
Colonel & Mrs. Beale	Mr. J. D. Miller
Mr. P. Beckmann	Mr. M. Miller
Mr. E. Benson	Mr. R. F. Mitchell
Mr. H. F. Bertine	Mr. J. B. N. Mody
Mr. & Mrs. S. Biscay	Mr. E. H. Moran
Miss Biscay	Colonel and Mrs. A. H.
Dr. G. D. Black	Morgan and Mrs. A. H.
Mrs. Miss and Master	
Bliss	Mr. B. G. Morris
Mr. A. B. Blum	Mr. C. B. Mullins
Mr. W. C. Boethling	Mr. & Mrs. P. Nagel
Mr. E. Borman	Mr. T. L. Newell
Mr. G. Bowack	Mr. D. E. Newell
Mr. T. Brayfield	Mr. E. Niedhard
Mr. L. H. Briggs	Mr. G. E. Packer
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# Japan—Shimonoseki, 1895; Liao Tung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial, 1903.

Russian—St. Petersburg, 1891; Russian Land Trade, 1891.

Portugal, 1888; Commercial Treaty, 1904.

Final Protocol, made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Dufies Convention, 1895.

Russia, Agreements as to Korea; United States, Extension Treaty, 1896; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1906.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1905; United States, 1889; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siam Frontier, 1899.

Great Britain and Russia, Railway Convention, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Korea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M. Subjects in China and Korea, and in Siam.

Rules of H.B.M. Consuls and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act, Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Consulate; Hongkong Consulate Trade Marks and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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General Agents for the East.

# PRINTING

AND

# BOOKBINDING

ALL DESCRIPTIONS

THE AMERICAN MAIL.

The O. & O. str. Asia from Shanghai will be due at this port to-day at noon.

THE GERMAN MAIL.

The I.G.M. str. Buelow carrying the German Mails with dates from Berlin of the 7th ult., left Singapore on the 1st inst. at 11 a.m., and may be expected here to-day p.m.

REMARKABLE STEAMERS.

The N.Y.K. str. Yokohama Maru (European Line) left Singapore for this port on the 30th ult., and is expected here to-morrow.

The N.G.I. str. Capri left Singapore for this port on the 30th ult., and may be expected here on or about the 7th inst.

The Ben Line str. Benary from Antwerp and London, left Singapore on the 29th ult., for this port.

The str. Indraganika from New York left Singapore for this port on the morning of the 30th ult.

The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this port via Manila on the 30th ult., and is expected here on the 11th inst.

BUSINESS CIRCULARS,  
COMPANY PROSPECTUSES,  
COMPANY REPORTS & BALANCE SHEETS,  
BILLS OF LADING,  
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# VERNON & SMYTH.

# COMMERCIAL.

# EXCHANGE

# CLOSING QUOTATIONS.

May 4th.

ON LONDON—	
Telegraphic Transfer	184
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SOVEREIGNS, Bank's Buying Rate	\$1.05
GOLD LEAF, 100 fine, per tael	\$57.90
SILVER, per oz.	24

# SUBSIDIARY COINS.

Chinese	20 cents pieces	49.40 discount.
Hongkong	10	8.90
"	10	8.45

# OPTUM.

May 4th.

Quotations are—	
Malva New	£980 per picul.
Malva Old	£1020
Malva Older	£1060
Malva V. Old	£800
Persian fine quality	£880
Persian extra fine	£1195 per obet.
Patna New	£1145
Patna Old	£1145
Bonass New	£1145
Bonass Old	£1145

# ARRIVAL AT HOME.

May 1st—Polynesian, Petronia.

# KING EDWARD HOTEL.

Capt. H. Beasley, R.A.	Mr. H. T. Jackson
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Dr. & Mrs. Bellows	Mr. L. T. Langstaff
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Mr. E. Gaster	Mr. H. Schwander
Comdr. Grenfell, R.N.	Mr. J. Gray Scott
Mr. C. Grenfell	Mr. Thos. Seggie
Lieut. E. L. Grieve, R.N.	Mr. & Mrs. E. Smyth
Mr. E. L. Grieve	Mrs. Smyth's two sons
Mr. Eustace Hagen	Mr. E. A. M. Williams
Mr. A. L. A. Haisink	Mr. R. B. Williams
Mr. E. A. Irving	

# HONGKONG TIDE TABLE.

From May 5th to 11th, 1908.

HIGH WATER.				LOW WATER.			
Day.	Month.	Hongkong		Height	Hongkong		Height
		Mean Time.	Mean Time.		Mean Time.	Mean Time.	
6		m.	h. m.	ft. in.	m.	h. m.	ft. in.
		m.	11 17	4 3	m.	4 57	3 1
		m.	11 19	4 5	m.	4 58	3 1
		m.	11 20	4 6	m.	4 59	3 1
7		m.	11 20	4 6	m.	5 3	1 4
		m.	11 23	4 5	m.	5 7	1 4
		m.	11 27	4 5	m.	5 8	1 4
8		No inferior	high	no low			
		m.	11 28	5 5	m.	10 19	1 4
		No inferior	high	no low			
		m.	12 34	5 6	m.	11 17	1 4
10		m.	7 38	4 6	m.	10 30	1 4
		m.	7 7	4 7	m.	10 31	1 4
		m.	7 9	4 7	m.	0 5	1 4
11		m.	6 39	4 8	m.	0 11	1 4

# HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 4th.

	Previous Day	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.07	30.04	29.00
Temperature	75	78	75
Humidity	54	73	65
Wind Direction	W	W	W.N.W.
Force	1	1	1
Weather	b	b	b
Rain			

Highest open air Temperature on 3rd 78  
Lowest open air Temperature on 3rd 66